

The Future Of Gotham.

Comptroller Metz Gives Some Rather Surprising Figures — New York Intensely Interested In Airships — Bayonne After the Standard — Improving Health of City's Workers.

By JAMES A. EDGERTON.
(Our New York Correspondent.)

COMPTROLLER HERMAN A. METZ has been figuring on New York's future population, also on her transit facilities.

In a current magazine he gives a summary of recent transit improvements, then shows how inadequate these will be to meet future needs if the city grows as it has grown in the past. Inasmuch as Metz has been one of the men in control of the municipal building of subways and is believed to have stood in the way of certain new ventures, this sort of talk from him seems rather surprising. Still, it is reassuring to know that he realizes what ought to have been done even though he did not do it. Possibly there was so much spent for graft and sinecures that Metz thought he did not have the money for legitimate and needed improvements.

Mr. Metz gives the figures for the various transit enterprises that are now under way or have recently been completed — the \$80,000,000 improvement of Manhattan's water front, the



HERMAN A. METZ

\$100,000,000 tunnels and terminal of the Pennsylvania railroad, the state's \$101,000,000 barge canal project, which will chiefly benefit New York city; the \$88,500,000 for new bridges, the \$50,000,000 improvements of the New York Central's station, terminal and motor power and the \$119,119,594 spent for subways already built.

The comptroller is equally ready with figures concerning past and present population. For one thing, he shows New York is forty times as populous as she was a hundred years ago, while the country as a whole has only increased fifteenfold. He also computes population by the acre in the various boroughs, much as one would estimate a yield of wheat, corn or cabbages. But if his past population statistics are inspiring his future ones are rather depressing. As a prophet the comptroller is scarcely as exuberant as John Sharp Williams said "Old Figgers" Grosvener was. In 1890 the census gave us 4,664,792 people. In 1910 Metz allows us only 4,730,000, which is at least a quarter of a million too low, as is indicated by the school census and by the growth of the city in other ways. But he seeks to make up for this discrepancy by pushing us up to 6,605,000 in 1920. Now, 1920 is a far cry ahead, and it is both impossible to tell what the city's population will then be and immaterial if it were told. A hundred things may happen to retard or accelerate growth between now and then, but next year's population is easy to approximate and important to know. Moreover, it is hazardous to put forth an inaccurate estimate, for the census figures will so soon be published to confound the prophet.

Mr. Metz has no need to look into the future, however, to prove that New York needs better transit facilities. All that is necessary is for one to have his corns trampled and his ribs pushed out of shape during a rush hour in the subway.

Score one for the police. Whatever their sins of omission and commission, they have covered themselves with

glory in arresting something above a hundred subway and "L" train rowdies. Travel is a sardine in our stuffed transit trust trains is enough of an affliction without a lot of roughs and village cutups making it still more unbearable. The subway tough is not as dangerous as the joy rider, but he is more of a nuisance and a bore and shows the same boorish disregard for the rights of others.

Rheims is not the only aeroplane town on earth, even if it has had most of the human flyaways for the past few days. New York is also interested in the new sport and promises to have some flying feasts of her own in the near future. Not only will she have the airship race up the Hudson during the coming Hudson-Fulton celebration, but she is to have two Blériot monoplane here for exhibition purposes, to say nothing of Wilbur Wright and Glenn H. Curtiss, who, by the way, is a New York product. Those of us who have to dodge automobiles are wishing the new method of travel godspeed. If our sporty millionaires will take up aeroplanes for their joy riding it will make walking safer. The only way an airship can injure a pedestrian is to fall on him.

Bayonne, N. J., just across the bay, contains the Standard Oil refineries. Considering the very prosperous condition of the head of the trust, Bayonne concluded that she ought to have more taxes. Accordingly she sent one of her assessors into the refinery disguised as a laborer. The assessor learned enough to satisfy him, and he raised the plant's valuation. Now, the Standard has almost the same repugnance to paying taxes that it has to settling \$20,000,000 fines, so the matter is being taken into the courts, where it may drag along for years. As a result Bayonne is trying to borrow money with which to run her government. It would be interesting to know exactly what the town officials think of the benefactions to Standard Oil colleges.

One of the inspiring signs of the times is the new disease fighting agencies started by some of the large mercantile houses and business firms of this city. A few years ago such a thing would have been laughed at as chimerical, but today it is one of the established features of our business life. The large employer now considers the health of his employees a matter of legitimate interest and therefore supplies doctors, nurses and in some cases even hospital equipments for such as become sick. Where the employer does not take the matter up the employees themselves organize and help each other. One of our big stores has a miniature hospital, and nearly all of them have established free treatment, rest cures and other means for preventing or curing disease.

It was bound to come. Let a man be a reformer and somebody is sure to knock him. Now it is Loeb. After he had smoked out the grafters, made the sugar trust pay up for its fraudulent weights and stopped rich people from bribing inspectors and so smuggling in their purchases, Loeb, who ought to be held up as a model of virtue, is now being jumped on by the steamship captains. They accuse him of being fussy and troublesome, whereas he is only trying to uphold the tariff in all its dignity. But Loeb is used to being a goat; also a buffer. If he could act in that belabored capacity for Roosevelt through seven stormy years he should not mind being blamed for the sine of the tariff.

It is not every girl who would admit carrying a hand bag containing a package of cigarettes, a flask of whiskey, a pack of playing cards and other contents in kind, but if the bag also had in it \$2,755 in bills, two gold watches, two diamond earrings and other valuables what would the poor girl do? Such a hand bag was picked up on an excursion steamer near this city. There was nothing about it to identify its ownership except the initials "G. L. W." For some days no claimant appeared. Then Miss Grace Livingston Wheeler of Philadelphia, who would give no particulars about herself except her name and residence, came upon the scene and described the contents so accurately that the bag was handed to her without question. It was certainly an embarrassing situation, and the moral of it is plain — do not lose your hand bag.

Wife desertion is unquestionably on the increase in New York. Fifty-five cases were recently reported in Brooklyn in one day. When asked as to the reason, officials are slow to talk, but generally designate high prices of the necessities of life as one of the most prolific causes. Our lax divorce laws and the consequent contempt with which marriage is coming to be regarded are also mentioned, and a third reason is ascribed to the fact that many of the wives have been shopgirls and never learned housekeeping.

Of course the "pure cussedness" of some of the husbands bears its share of the blame now as ever. The consensus of opinion is that the cause is economic, however, and is for the most part the result of ever increasing cost of living due to the trusts in food, clothing and the necessities of life. In other words, the face of the whole industrial and social world has changed; we are facing entirely new conditions and must meet them with new and intelligent methods and remedies.

Notwithstanding the fact that the new tariff puts "old masters" on the free list, one of the reasons for removing the duty having been that J. Pierpont Morgan might bring his great London art collection to this country without paying his hard earned dollars, he is not going to import the collection, after all — at least so says his daughter, Mrs. William Pierson Hamilton. And not only is the London collection to remain abroad, but the other Morgan purchases which he has gathered in other European capitals. The reason given is best stated in the language of Mrs. Hamilton herself, who says: "To take a lot of art treasures into a country where people are in want of the necessities of life is absurd. My father has, on the other hand, selected for his collections centers where they will be seen by people who will appreciate them."

I hope the reader sees the fine irony of the situation; also the superfine snobbery of the language.

Harriman's New Summer Home

PROBABLY no man ever returned from abroad with a better opportunity of carrying out his doctor's orders than E. H. Harriman, the railroad magnate. To complete the cure begun in Europe he is enabled to rest and recuperate at his new \$2,000,000 summer residence erected on top of a mountain, and as he practically owns the whole mountain Mr. Harriman is assured of absolute quiet and seclusion, so necessary at the present time.

The new Harriman home is located near Arden, in Orange county, N. Y. The house nestles so snugly among the mountain oaks that only its state covered roof can be seen from the Turners village railroad station, a mile below it. It is 800 feet above the village, 1,300 feet above sea level, and is in the middle of a 50,000 acre tract of wooded mountains, open valleys and pretty lakes which has during the last twenty years gradually come into Mr. Harriman's hands.

He owns practically the whole mountain, from the peak of which, Tower hill, signal beacons burned in revolutionary days to warn the Continentals of the movements of the British or the approach of marauding Tories and Indians. In all he controls about 40,000 acres of land, and for the most part he holds the rights of way on this vast estate, thus obtaining a privacy which was denied him in his former summer home at Woodbury.

In selecting one of the highest mountains in the Ramapo range for the site of his home Mr. Harriman fulfilled a lifelong desire to possess a spot rich in scenic beauty, high up, away from malaria and where the air is always like that of a perfect June morning. Then, too, he wanted to be secluded, away from all cares, where curious ones would be shut out and where he could roam about unmolested. Tower



COURTYARD OF HARRIMAN'S NEW HOME.

hill seemed just the spot, and when his mind was once settled upon it he was not long in making the purchase. The first problem was to reach the summit of the mountain, and when some of the best engineers in this

country went over the ground they were not long in coming to the conclusion that an incline railroad was the only means of safe travel up and down. One of the most capable and experienced constructionists in the state was engaged by Mr. Harriman as general superintendent, and to him is due the exquisite home, grounds and site. The incline railroad is most complete and has all kinds of safety devices. It is a pretty trip up through the trees, and one forgets that he is traveling up 1,500 feet at an elevation of almost 30 per cent. An automobile with heavy cushions and fitted to run on these tracks makes the trip from the railroad station at the foot of the mountain up the incline and directly into the house.

When the architects began planning Mr. Harriman's new residence four years ago he told them he wanted "a plain, straightforward American home," and in design the house is purely American and is a three story and basement building constructed of granite, with Indiana limestone and trimmings. There are over 100 rooms in the residence. On the first floor are magnificently furnished reception rooms, drawing rooms, etc., and in the main parlor the floor is of solid oak, and so closely are the joints made that the door looks like one huge wooden surface. The side walls are of paneled cherry. The ceiling is of plaster paris composition with plain fern decoration. The molding in this room is heavy, and behind it are secreted the electric lights. The dining hall, servants' dining room, kitchen and refrigerators are also on this floor.

The second floor is given over entirely to sleeping and living rooms, and every bedroom has a fireplace, Mr. Harriman having a hobby for log fires. On the third floor the children have suits of three rooms.

The outdoor surroundings are magnificent, the lawns and terraces covering acres of ground and designed after some of the famous places at Monte Carlo. On the place are Venetian, Italian and Grecian gardens, a swimming pool, scores of beautiful statues and observation towers. Even while in Europe and under the doctor's care Mr. Harriman kept in touch with every step in the building of the new house.

WILLARD D. STRAIGHT.

A Young Diplomat Who is Doing Good Work in China.

An American representative who figures prominently in Uncle Sam's victory in securing a share of the Chinese loans is Willard D. Straight, the United States consul general in Mukden, Manchuria. For several years he has looked closely and intelligently after our interests in the Chinese empire, and it was he who arranged all details of the loan in Peking for the American financiers participating in it.

While not quite thirty years of age, Mr. Straight has seen much diplomatic service and is thoroughly acquainted with conditions in the Celestial empire. Shortly after graduating from Cornell university in 1901 he was appointed to a position in the Chinese Imperial maritime customs service at Nanking, serv-



WILLARD D. STRAIGHT.

ing for two years. For a time he was correspondent of the Associated Press and Reuter's agency in Seoul, Tokyo and Manchuria.

In 1906 he became vice consul general and private secretary to the American minister to Korea and the following year was appointed private secretary to the American minister to Cuba. He became consul general at Mukden two years ago. Mr. Straight was born in 1880 at Oswego, N. Y.

Its Name is Legion.

Little Willie—Say, pa, what is the woman question?
Pa—It is numerous, my son. For example, "What shall I wear?" "How does my hair look in the back?" "Is my hat on straight?" etc.—St. Louis Post-Dispatch.

O'REILLY'S LONG TRIP.

Ex-Cowboy Riding From San Antonio to Beverly on Horseback.

Great interest is being manifested all through the west and south in President Taft's tour, especially in Texas. In fact, so eager are her citizens to see the nation's chief executive that a special invitation has been sent, urging him to make as many stops as possible when traveling through the Lone Star State.

The unique part of the affair is that the invitation is being carried to the president by an ex-cowboy, Edward S. O'Reilly, now editor of the San An-



EDWARD S. O'REILLY.

tonio Light and Gazette, and he is riding on horseback from San Antonio to present it to Taft, a distance of 2,200 miles. The courier has with him a beautifully engrossed invitation to the president, signed by many thousands of Texas citizens, including the governor and the mayors of all the cities of southwest Texas.

Mr. O'Reilly is riding the famous cow horse Aransas, which was raised on the Taft ranch at Gregory, Tex., a tough and wiry animal that it is expected can make the entire trip.

President Taft will visit some thirty states on his tour and cover a distance of 14,000 miles. It will be the longest and one of the most notable ever made by a president.

THE IMMIGRATION EVILS.

Work of Congressman Bennet of New York Doing Much Good.

The vigorous stand taken by Congressman William S. Bennet of New York regarding the evils existing in many of the immigrant homes in this country is doing an immense amount of good. As a member of the national immigration commission he has conducted a searching investigation into the conditions at Ellis Island, where the immigrants are landed, as well as into the conditions surrounding the incoming foreigners after actually arriving in America.

Many of the ignorant foreigners coming to this country, the commission found, have been taken into immigrant homes and later sent to disreputable resorts, the victims being under the impression that they were going to desirable situations. While the commission does not make its report until about March 1 next, it is understood that radical reforms will be suggested, Congressman Bennet being determined that the wretched conditions shall be absolutely wiped out.

Mr. Bennet is one of the most active members of the lower house in Washington. He was a member of the New York state legislature for two years, then a municipal court judge, and is one of New York's most popular lawyers and politicians. A movement has developed in New York city to nominate him for mayor on the Republican ticket.

He was born in Port Jervis, N. Y., in 1870 and soon after graduating from college took up journalism. For the past seventeen years, however, he has practiced law, most of that time in New York city. It was owing to the wishes of President Taft that Mr. Bennet was appointed director of the speakers' bureau of the national Republican committee, and he is a warm personal friend of the president.

A handsome woman is always right.—German Proverb.

If he is in politics it is for pie; if he is out of politics you don't know where to put him, and he is no good for his country. If he does an act of charity it's for policy; if he won't give to charity he is a stingy old cuss and lives only for himself.